

PATENT COOPERATION TREATY

PCT

NOTIFICATION OF THE RECORDING
OF A CHANGE(PCT Rule 92bis.1 and
Administrative Instructions, Section 422)

From the INTERNATIONAL BUREAU

To:

BJERKÉN, Håkan
Bjerkéns Patentbyrå KB
P.O. Box 1274
S-801 37 Gävle
SUÈDE

Date of mailing (day/month/year) 20 July 2000 (20.07.00)	IMPORTANT NOTIFICATION
Applicant's or agent's file reference 20170PCT HB	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09 November 1999 (09.11.99)

1. The following indications appeared on record concerning:		
<input checked="" type="checkbox"/> the applicant	<input type="checkbox"/> the inventor	<input type="checkbox"/> the agent
<input type="checkbox"/> the common representative		
Name and Address STT HOLDING AB P.O. Box 7219 S-862 40 Njurunda Sweden	State of Nationality SE	State of Residence SE
	Telephone No.	
	Facsimile No.	
	Teleprinter No.	
2. The International Bureau hereby notifies the applicant that the following change has been recorded concerning:		
<input type="checkbox"/> the person	<input type="checkbox"/> the name	<input checked="" type="checkbox"/> the address
<input type="checkbox"/> the nationality		
<input type="checkbox"/> the residence		
Name and Address STT HOLDING AB Kontorsvägen 9 S-852 29 Sundsvall Sweden	State of Nationality SE	State of Residence SE
	Telephone No.	
	Facsimile No.	
	Teleprinter No.	
3. Further observations, if necessary:		
4. A copy of this notification has been sent to:		
<input checked="" type="checkbox"/> the receiving Office	<input type="checkbox"/> the designated Offices concerned	
<input type="checkbox"/> the International Searching Authority	<input checked="" type="checkbox"/> the elected Offices concerned	
<input checked="" type="checkbox"/> the International Preliminary Examining Authority	<input type="checkbox"/> other:	

The International Bureau of WIPO 34, chemin des Colombettes 1211 Geneva 20, Switzerland	Authorized officer A. Karkachi
Facsimile No.: (41-22) 740.14.35	Telephone No.: (41-22) 338.83.38

BEST AVAILABLE COPY

PCT

NOTIFICATION OF ELECTION

(PCT Rule 61.2)

From the INTERNATIONAL BUREAU

To:

Assistant Commissioner for Patents
United States Patent and Trademark
Office
Box PCT
Washington, D.C.20231
ETATS-UNIS D'AMERIQUE

in its capacity as elected Office

Date of mailing (day/month/year) 20 July 2000 (20.07.00)	Applicant's or agent's file reference 20170PCT HB
International application No. PCT/SE99/02029	Priority date (day/month/year) 09 November 1998 (09.11.98)
International filing date (day/month/year) 09 November 1999 (09.11.99)	
Applicant ERIKSSON, Ingemar et al	

1. The designated Office is hereby notified of its election made:

☒ in the demand filed with the International Preliminary Examining Authority on:
07 June 2000 (07.06.00)

☐ in a notice effecting later election filed with the International Bureau on:

2. The election ☒ was
☐ was not

made before the expiration of 19 months from the priority date or, where Rule 32 applies, within the time limit under Rule 32.2(b).

The International Bureau of WIPO 34, chemin des Colombettes 1211 Geneva 20, Switzerland	Authorized officer A. Karkachi
Facsimile No.: (41-22) 740.14.35	Telephone No.: (41-22) 338.83.38

PATENT COOPERATION TREATY

PCT

NOTIFICATION OF THE RECORDING
OF A CHANGE(PCT Rule 92bis.1 and
Administrative Instructions, Section 422)

From the INTERNATIONAL BUREAU

To:

BJERKÉN, Håkan
Bjerkéns Patentbyrå KB
P.O. Box 1274
S-801 37 Gävle
SUÈDE

Date of mailing (day/month/year) 12 April 2001 (12.04.01)	IMPORTANT NOTIFICATION
Applicant's or agent's file reference 20170PCT HB	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09 November 1999 (09.11.99)

1. The following indications appeared on record concerning:

☒ the applicant ☒ the inventor ☐ the agent ☐ the common representative

Name and Address

BLOMQVIST, Micael
Blåklintsvägen 3
S-862 34 Kvissleby
Sweden

State of Nationality

SE

State of Residence

SE

Telephone No.

Facsimile No.

Teleprinter No.

2. The International Bureau hereby notifies the applicant that the following change has been recorded concerning:

☐ the person ☒ the name ☐ the address ☐ the nationality ☐ the residence

Name and Address

BLOMQVIST, Micael

State of Nationality

State of Residence

Telephone No.

Facsimile No.

Teleprinter No.

3. Further observations, if necessary:

4. A copy of this notification has been sent to:

<input checked="" type="checkbox"/> the receiving Office	<input type="checkbox"/> the designated Offices concerned
<input type="checkbox"/> the International Searching Authority	<input checked="" type="checkbox"/> the elected Offices concerned
<input checked="" type="checkbox"/> the International Preliminary Examining Authority	<input type="checkbox"/> other:

The International Bureau of WIPO
34, chemin des Colombettes
1211 Geneva 20, Switzerland

Facsimile No.: (41-22) 740.14.35

Authorized officer

C. Cupello

Telephone No.: (41-22) 338.83.38

BEST AVAILABLE COPY

PATENT COOPERATION TREATY

PCT

NOTIFICATION OF THE RECORDING
OF A CHANGE(PCT Rule 92bis.1 and
Administrative Instructions, Section 422)

From the INTERNATIONAL BUREAU

To:

BJERKÉN, Håkan
Bjerkéns Patentbyrå KB
P.O. Box 1274
S-801 37 Gävle
SUÈDEDate of mailing (day/month/year)
17 April 2001 (17.04.01)Applicant's or agent's file reference
20170PCT HB

IMPORTANT NOTIFICATION

International application No.
PCT/SE99/02029International filing date (day/month/year)
09 November 1999 (09.11.99)

1. The following indications appeared on record concerning:

☒ the applicant ☐ the inventor ☐ the agent ☐ the common representative

Name and Address

STT HOLDING AB
Kontorsvägen 9
S-852 29 Sundsvall
Sweden

State of Nationality

SE

State of Residence

SE

Telephone No.

Facsimile No.

Teleprinter No.

2. The International Bureau hereby notifies the applicant that the following change has been recorded concerning:

☐ the person ☒ the name ☐ the address ☐ the nationality ☐ the residence

Name and Address

STT EMTEC AKTIEBOLAG
Kontorsvägen 9
S-852 29 Sundsvall
Sweden

State of Nationality

SE

State of Residence

SE

Telephone No.

Facsimile No.

Teleprinter No.

3. Further observations, if necessary:

4. A copy of this notification has been sent to:

☒ the receiving Office ☐ the designated Offices concerned
☐ the International Searching Authority ☒ the elected Offices concerned
☐ the International Preliminary Examining Authority ☐ other:The International Bureau of WIPO
34, chemin des Colombettes
1211 Geneva 20, Switzerland

Authorized officer

Dorothee Mülhausen

Facsimile No.: (41-22) 740.14.35

Telephone No.: (41-22) 338.83.38

BEST AVAILABLE COPY

PCT

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

(PCT Article 36 and Rule 70)

Applicant's or agent's file reference 20170PCT ab	FOR FURTHER ACTION See Notification of Transmittal of International Preliminary Examination Report (Form PCT/IPEA/416)	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09.11.1999	Priority date (day/month/year) 09.11.1998
International Patent Classification (IPC) or national classification and IPC ₇ F02M 25/07, F16K 11/052, F16K 11/14		
Applicant STT HOLDING AB et al		

- This international preliminary examination report has been prepared by this International Preliminary Examining Authority and is transmitted to the applicant according to Article 36.
- This REPORT consists of a total of 5 sheets, including this cover sheet.
☒ This report is also accompanied by ANNEXES, i.e., sheets of the description, claims and/or drawings which have been amended and are the basis for this report and/or sheets containing rectifications made before this Authority (see Rule 70.16 and Section 607 of the Administrative Instructions under the PCT).
These annexes consist of a total of 5 sheets.

- This report contains indications relating to the following items:

- I ☒ Basis of the report
- II ☐ Priority
- III ☐ Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- IV ☒ Lack of unity of invention
- V ☒ Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement
- VI ☐ Certain documents cited
- VII ☐ Certain defects in the international application
- VIII ☐ Certain observations on the international application

Date of submission of the demand 07.06.2000	Date of completion of this report 12.01.2001
Name and mailing address of the IPEA/SE Patent- och registreringsverket Box 5055 S-102 42 STOCKHOLM Facsimile No. 08-667 72 88	Authorized officer Dan Ionesco / JA A Telephone No. 08-782 25 00

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

I. Basis of the report

1. With regard to the elements of the international application:*

- ☐ the international application as originally filed
- ☒ the description:
pages 1-9, as originally filed
pages _____, filed with the demand
pages _____, filed with the letter of _____
- ☒ the claims:
pages _____, as originally filed
pages _____, as amended (together with any statement) under article 19
pages _____, filed with the demand
pages 10-14, filed with the letter of 23.11.2000
- ☒ the drawings:
pages 1-2, as originally filed
pages _____, filed with the demand
pages _____, filed with the letter of _____
- ☐ the sequence listing part of the description:
pages _____, as originally filed
pages _____, filed with the demand
pages _____, filed with the letter of _____

2. With regard to the **language**, all the elements marked above were available or furnished to this Authority in the language in which the international application was filed, unless otherwise indicated under this item.
These elements were available or furnished to this Authority in the following language _____ which is:

- ☐ the language of a translation furnished for the purposes of international search (under Rule 23.1(b)).
- ☐ the language of publication of the international application (under Rule 48.3(b)).
- ☐ the language of the translation furnished for the purposes of international preliminary examination (under Rules 55.2 and/or 55.3).

3. With regard to any **nucleotide and/or amino acid sequence** disclosed in the international application, the international preliminary examination was carried out on the basis of the sequence listing:

- ☐ contained in the international application in written form.
- ☐ filed together with the international application in computer readable form.
- ☐ furnished subsequently to this Authority in written form.
- ☐ furnished subsequently to this Authority in computer readable form.
- ☐ The statement that the subsequently furnished written sequence listing does not go beyond the disclosure in the international application as filed has been furnished.
- ☐ The statement that the information recorded in computer readable form is identical to the written sequence listing has been furnished.

4. ☐ The amendments have resulted in the cancellation of:

- ☐ the description, pages _____
- ☐ the claims, Nos. _____
- ☐ the drawings, sheet/fig _____

5. ☐ This report has been established as if (some of) the amendments had not been made, since they have been considered to go beyond the disclosure as filed, as indicated in the Supplemental Box (Rule 70.2 (c)).**

* Replacement sheets which have been furnished to the receiving Office in response to an invitation under Article 14 are referred to in this report as "originally filed" and are annexed to this report since they do not contain amendments (Rules 70.16 and 70.17).

** Any replacement sheet containing such amendments must be referred to under item I and annexed to this report.

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

IV. Lack of unity of invention

1. In response to the invitation to restrict or pay additional fees the applicant has:

- ☐ restricted the claims.
- ☐ paid additional fees.
- ☐ paid additional fees under protest.
- ☐ neither restricted nor paid additional fees.

2. ☒ This Authority found that the requirement of unity of invention is not complied with and chose, according to Rule 68.1, not to invite the applicant to restrict or pay additional fees.

3. This Authority considers that the requirement of unity of invention in accordance with rules 13.1, 13.2 and 13.3 is

- ☐ complied with.
- ☒ not complied with for the following reasons:

The International Preliminary Examining Authority found multiple inventions in this international application, as follows:

- claims 1 - 21 relate to a method and a device for recirculating a part of exhaust gases of a diesel engine and to a valve for mixing exhaust gases and fresh air;
- claims 22 - 25 relate to a method and a device for regulating a diesel engine depending on information from a lambda probe and from sensors for the engine speed and the engine load.

The invention of claims 1 - 21 and of claims 22 - 25 do not have common special technical features as required by PCT Rule 13.2.

4. Consequently, the following parts of the international application were the subject of international preliminary examination in establishing this report:

- ☐ all parts.
- ☐ the parts relating to claims Nos. _____

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

V. Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement**1. Statement**

Novelty (N)	Claims	<u>1-25</u>	YES
	Claims		NO
Inventive step (IS)	Claims	<u>1-21</u>	YES
	Claims	<u>22-25</u>	NO
Industrial applicability (IA)	Claims	<u>1-25</u>	YES
	Claims		NO

2. Citations and explanations (Rule 70.7)

Amended claims have been submitted.

The present invention relates to a method and a device for recirculating a part of exhaust gases of a diesel engine and to a valve for mixing exhaust gases and fresh air as stated in the preambles of claims 1, 6, and 16 respectively. One purpose of the invention is to provide a simple and reliable method and device regulating the relation air/recirculated exhaust gases. This is achieved by the features stated in the characterising part of claims 1, 6 and 16.

None of the documents cited in the International Search Report discloses a method and a device for recirculating a part of exhaust gases of a diesel engine and a valve for mixing exhaust gases and fresh air as claimed in claims 1 - 21. Furthermore, in the cited documents there are no suggestions leading a person skilled in the art towards the invention defined by claims 1 - 21. Therefore, the invention claimed in claims 1 - 21 is novel, involves an inventive step and has industrial applicability according to PCT Article 33(2,3,4).

The following document was cited in the International Search Report as particularly relevant with regard to claims 22 and 24:

D1. DE, C1, 19728353

.../...

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

Supplemental Box

(To be used when the space in any of the preceding boxes is not sufficient)

Continuation of: V.

D1 discloses a regulating device for a diesel engine comprising means for recirculating a part of exhaust gases and a valve device for regulating the relation between supplied fresh air and recirculated exhaust gases. The valve device is controlled depending on different engine parameters.

The method and the device according to claims 22 and 24 differ from the device described in D1 only in that a Lambda probe is used in addition to a speed sensor and an engine load sensor in order to regulate the air/fuel relation of the diesel engine. However, according to D1 (column 4, line 46 - line 54) the regulating system of the engine can be provided, for example, with carbon dioxide sensors placed in the intake pipe and the exhaust pipe. Furthermore, the use of a Lambda probe in mixture regulating systems for internal combustion engines is commonly known art and obvious to a person skilled in the art. Therefore, the subject matter of claim 22 and likewise of claim 24 is novel according to PCT Article 33(2) but lacks inventive step according to PCT Article 33(3).

Dependent claims 23 and 25 disclose further features of the invention according to claims 22 and 24 and are considered to fulfil the requirement of novelty according to PCT Article 33(2) but lacks inventive step according to PCT Article 33(3).

However, claims 22 - 25 fulfil the requirement of industrial applicability according to PCT Article 33(4).

CLAIMS:

1. A method for recirculating a part of exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, the exhaust gases being diverted from the exhaust pipe (6, 9) and directed through a recirculation conduit (10) to a controllable valve device (12) arranged between the engine and an air intake (2) thereof to enable supply of air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine, the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that at least one of the dampers (20, 21) always is maintained open and that the other damper (20, 21) is closed by means of a drive motor (22) common to the dampers.
2. A method according to claim 1, characterized in that the exhaust gases from the exhaust pipe (6, 9) are diverted after a catalyst (7) and a particle filter (8).
3. A method according to claim 1 or 2, characterized in that the relation air/recirculated exhaust gases is regulated by means of a control device (13) controlling the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine (1).
4. A method according to any preceding claim, characterized in that the exhaust gases in the recirculation conduit (10) are cooled in a cooler (11) arranged in the recirculation conduit (10).
5. A method according to any preceding claim, characterized in that in a super charged diesel engine the recirculated exhaust gases are supplied between the air intake (2) and a super charger (4).

6. A device for recirculating a part of the exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, a recirculation conduit (10) being provided for diverting the exhaust gases from the exhaust pipe (6, 9) and directing them to a controllable valve device (12) arranged between the engine and an air intake (2) thereof for enabling supply of air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine (1), the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that the valve device is arranged to always maintain at least one of the dampers open and that a drive motor (22) common to the dampers is arranged to close the other of the dampers (20, 21).
7. A device according to claim 6, characterized in that the drive motor (22) of the valve device (12) is controlled by a control device (13) regulating, by means of the positions of the dampers (20, 21), the relation air/recirculated exhaust gases in the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine.
8. A device according to any of claims 6-7, characterized in that the recirculation conduit (10) is connected to the exhaust pipe (6, 9) of the engine after the catalyst (7) and a particle filter (8).
9. A device according to any of claims 6-8, characterized by a cooler (11) arranged in the recirculation conduit (10) to cool the recirculated exhaust gases.
10. A device according to any of claims 6-9, characterized in that in a diesel engine having a super charger, the valve (12) is arranged between the air intake (2) and the super charger.

11. A device according to any of claims 6-10, characterized in that the drive motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.

5

12. A device according to any of claims 6-11, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.

10

13. A device according to any of claims 6-12, characterized in that the valve device (12) comprises a first axle (23) on which a first one (20) of the dampers is arranged and a second axle (24) on which a second one (21) of the dampers is arranged, the first and second axles (23, 24) being concentric, and that both axles (23, 24) are arranged to be rotatable by the drive motor (22).

15

14. A device according to claim 13, characterized in that the first axle (23) is connected to a first actuation arm (26), that the second axle (24) is connected to a second actuation arm (27), and that the valve device (12) comprises an actuation pin (25) which is moveable by means of the drive motor (22) in order to rotate the first axle (23) and the second axle (24) by interaction with the first actuation arm (26) and the second actuation arm (27), respectively, so as to control the position of the dampers (20, 21).

20

25

15. A device according to claim 14, characterized in that the valve device (12) comprises springs (28, 29) acting on the actuation arms (26, 27) so as to spring load each damper (20, 21) towards an open position.

30

16. A valve for mixing two fluids flowing through two inlet channels (17, 18), characterized in that dampers (20, 21) are arranged in both inlet channels (17, 18), that at least one of

35

the dampers always is open and that a common motor (22) is arranged to close the other of said dampers (20, 21).

5 17. A valve according to claim 16, characterized in that the motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.

10 18. A valve according to claim 16 or 17, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.

15 19. A valve according to any of claims 16-18, characterized in that the valve (12) comprises a first axle (23) on which a first one (20) of the dampers is arranged and a second axle (24) on which a second one (21) of the dampers is arranged, the first and second axles (23, 24) being concentric, and that both axles (23, 24) are arranged to be rotatable by the motor (22).

20 20. A valve according to claim 19, characterized in that the first axle (23) is connected to a first actuation arm (26), that the second axle (24) is connected to a second actuation arm (27), and that the valve (12) comprises an actuation pin (25) which is moveable by means of the motor (22) in order to rotate the first axle (23) and the second axle (24) by interaction with the first actuation arm (26) and the second actuation arm (27), respectively, so as to control the position of the dampers (20, 21).

30 21. A valve according to claim 20, characterized in that the valve (12) comprises springs (28, 29) acting on the actuation arms (26, 27) so as to spring load each damper (20, 21) towards an open position.

35

22. A method for regulating a diesel engine, a part of the exhaust gases from the diesel engine being recirculated to the inlet thereof and a supply of fresh air and recirculated exhaust gases to the diesel engine being regulated by means of a valve device (12) controlled by a control device (13) to regulate the relation between the supplied fresh air and recirculated exhaust gases, characterized in that the control device (13) is supplied with information from a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) so as to regulate the air/fuel relation of the diesel engine by means of said information and the valve device.
23. A regulating method according to claim 22, characterized in that a valve according to any of claims 16-21 is used as the valve device.
24. A regulating device for a diesel engine, comprising means (10) for recirculating a part of exhaust gases from the diesel engine to an inlet thereof and a valve device (12) controlled by a control device (13) for regulating supply of fresh air and recirculated exhaust gases to the diesel engine so as to regulate the relation between supplied fresh air and recirculated exhaust gases, characterized in that a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) are connected to the control device (13) to supply information thereto and that the control device (13) is arranged to regulate the air/fuel relation of the diesel engine by means of said information and the valve device (12).
25. A device according to claim 24, characterized in that the valve device is a valve according to any of claims 16-21.



INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁷ : F02M 25/07, F16K 11/052, 11/14		A1	(11) International Publication Number: WO 00/28203
			(43) International Publication Date: 18 May 2000 (18.05.00)
(21) International Application Number: PCT/SE99/02029		(81) Designated States: AE, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, CA, CH, CN, CR, CU, CZ, CZ (Utility model), DE, DE (Utility model), DK, DK (Utility model), DM, EE, ES, FI, FI (Utility model), GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SK (Utility model), SL, TJ, TM, TR, TT, UA, UG, US, UZ, VN, YU, ZA, ZW, ARIPO patent (GH, GM, KE, LS, MW, SD, SL, SZ, TZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML, MR, NE, SN, TD, TG).	
(22) International Filing Date: 9 November 1999 (09.11.99)			
(30) Priority Data: 9803827-6 9 November 1998 (09.11.98) SE 9804240-1 7 December 1998 (07.12.98) SE			
(71) Applicant (for all designated States except US): STT HOLD- ING AB [SE/SE]; P.O. Box 7219, S-862 40 Njurunda (SE).			
(72) Inventors; and			
(75) Inventors/Applicants (for US only): ERIKSSON, Ingemar [SE/SE]; Garmvägen 15, S-862 91 Kvissleby (SE). BLOMQVIST, Micael [SE/SE]; Blåklintsvägen 3, S-862 34 Kvissleby (SE).			
(74) Agents: BJERKÉN, Håkan et al.; Bjerkéns Patentbyrå KB, P.O. Box 1274, S-801 37 Gävle (SE).			

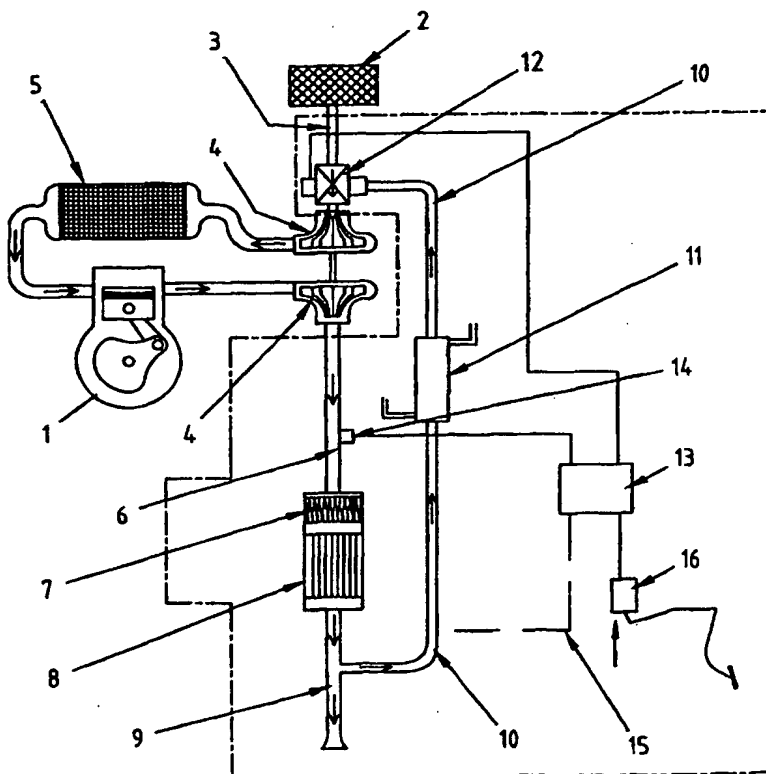
Published

With international search report.

(54) Title: A METHOD AND DEVICE FOR AN EGR-SYSTEM AND A VALVE AS WELL AS A REGULATION METHOD AND DEVICE

(57) Abstract

The invention is related to a method and a device for recirculation of a part of exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to the inlet of the engine, the exhaust gases being diverted from the exhaust pipe (6, 9) and directed through a recirculation conduit (10) to a controllable valve device (12) arranged between the engine and the air intake (2) thereof for allowing supply of air/recirculated exhaust gases in a desired relation to the combustion chamber of the engine (1). The invention also relates to a particular valve having two controllable inlets, said valve being useful in the method or device according to the invention, and a regulation method and device for regulating the air/fuel relation of a diesel engine.



FOR THE PURPOSES OF INFORMATION ONLY

Codes used to identify States party to the PCT on the front pages of pamphlets publishing international applications under the PCT.

AL	Albania	ES	Spain	LS	Lesotho	SI	Slovenia
AM	Armenia	FI	Finland	LT	Lithuania	SK	Slovakia
AT	Austria	FR	France	LU	Luxembourg	SN	Senegal
AU	Australia	GA	Gabon	LV	Latvia	SZ	Swaziland
AZ	Azerbaijan	GB	United Kingdom	MC	Monaco	TD	Chad
BA	Bosnia and Herzegovina	GE	Georgia	MD	Republic of Moldova	TG	Togo
BB	Barbados	GH	Ghana	MG	Madagascar	TJ	Tajikistan
BE	Belgium	GN	Guinea	MK	The former Yugoslav Republic of Macedonia	TM	Turkmenistan
BF	Burkina Faso	GR	Greece	ML	Mali	TR	Turkey
BG	Bulgaria	HU	Hungary	MN	Mongolia	TT	Trinidad and Tobago
BJ	Benin	IE	Ireland	MR	Mauritania	UA	Ukraine
BR	Brazil	IL	Israel	MW	Malawi	UG	Uganda
BY	Belarus	IS	Iceland	MX	Mexico	US	United States of America
CA	Canada	IT	Italy	NE	Niger	UZ	Uzbekistan
CF	Central African Republic	JP	Japan	NL	Netherlands	VN	Viet Nam
CG	Congo	KE	Kenya	NO	Norway	YU	Yugoslavia
CH	Switzerland	KG	Kyrgyzstan	NZ	New Zealand	ZW	Zimbabwe
CI	Côte d'Ivoire	KP	Democratic People's Republic of Korea	PL	Poland		
CM	Cameroon	KR	Republic of Korea	PT	Portugal		
CN	China	KZ	Kazakstan	RO	Romania		
CU	Cuba	LC	Saint Lucia	RU	Russian Federation		
CZ	Czech Republic	LI	Liechtenstein	SD	Sudan		
DE	Germany	LK	Sri Lanka	SE	Sweden		
DK	Denmark	LR	Liberia	SG	Singapore		
EE	Estonia						

5

A method and device for an EGR-system and a valve as well as a regulation method and device

10 The present invention is related to a method and a device for an EGR-system (Exhaust Gas Recirculation), particularly for use in heavy-duty diesel engines. The invention also relates to a valve which is particularly suited for the method and device according to the invention but the valve may also find use within other
15 fields. Finally, the invention is also related to a regulation method and device for a diesel engine.

In order to reduce the contents of hazardous exhaust gases, particularly nitrogen oxide (NO_x), so called EGR-systems are
20 used since many years in many types of combustion engines. Such systems admit a part of the exhaust gases to be recirculated to the intake system of the engine, where it is mixed with the intake air and is conveyed further to the combustion chamber of the engine. The recirculated exhaust gases replace
25 a part of the intake air and have a reducing effect on the formation of NO_x. A so called EGR-valve is then placed in connection with the exhaust system of the engine, the purpose of said valve being to regulate the amount of recirculated exhaust gases.

30 A method and a device according to the precharacterising parts of enclosed claims 1 and 6 are disclosed in DE A1 4 007 516. Although this prior art makes it possible to use an EGR-system in super charged diesel engines, where the pressure in the intake system downstream of the super charger is higher than the
35 pressure in a recirculation conduit from an EGR-valve some

important disadvantages are inherent in this prior art. Thus, the valve device comprises separate dampers arranged in the EGR-recirculation channel and an air intake channel. Separate drive motors are provided for these dampers, a fact which makes the valve device complicated and this also applies for a control device therefor.

OBJECT OF THE INVENTION

10 A primary object of the present invention is to provide a method enabling a more reliable and simple regulation of the relation air/recirculated exhaust gases. As to the device according to the invention, the aim is to simplify the valve device and provide for a more reliable and simple control thereof.

15 A secondary object of the invention is to provide a valve suitable for mixing two fluids flowing through two inlet channels. Such a valve should be suitable for general purposes but is particularly useful in an EGR-system for diesel engines, including super charged diesel engines.

20 A tertiary object of the invention is to provide a regulation method and device providing for improved regulation possibilities with regard to a diesel engine provided with an EGR-system.

SUMMARY OF THE INVENTION

30 The primary object of the invention is achieved by the features defined in the characterising parts of claims 1 and 6. The design of the valve device as comprising two dampers, where at least one of the dampers always is open and where the other of the dampers is closable by means of a drive motor common to the dampers provides for a simple design and a reliable operation.

35

The secondary object of the invention is achieved by means of the valve as defined in the characterising part of claim 13.

5 The tertiary object of the invention is achieved by means of the regulation method and device as defined in the characterising parts of claims 16 and 18. Thus, this aspect of the invention is based on use of probes and sensors connected to a control device for the valve device so as to enable regulation not only of the relation air/recirculated exhaust gases but also regulation of
10 the air/fuel relation of the engine. This aspect of the invention provides for an improved overall regulation of the engine and a smaller amount of pollution.

15 Preferable developments of the basic aspects of the invention are defined in dependent claims.

The use of an EGR-system as contemplated by the invention on an engine provided with a catalyst and a particle filter according to the prior art results in a substantial reduction of the NOx
20 contents. This reduction may be up to 50% and makes it possible to upgrade existing diesel engines to present emission requirements and to upgrade modern diesel engines to future emission requirements.

25 BRIEF DESCRIPTION OF THE DRAWINGS

The invention will now be described by means of non-limiting embodiments illustrated in the drawings, where

30 Fig 1 illustrates a diagrammatical view of an EGR-system according to the invention;

Fig 2a illustrates a sectioned valve according to the invention in one end position;

35

Fig 2b is a section view of the valve in Fig 2a as viewed in the direction of the arrow B-B;

5 Fig 3a illustrates a sectioned valve according to the invention in an intermediate position;

Fig 3b illustrates a section view of the valve in Fig 3a as viewed in the direction of the arrow B-B;

10 Fig 4a illustrates a cut valve according to the invention in a second end position; and

Fig 4b illustrates a section view of the valve in Fig 4a as viewed in the direction of the arrow B-B.

15

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

Fig 1 is a diagrammatical view showing the parts, which are essential to the invention, of a combustion engine indicated with the reference character 1. The engine is in the selected embodiment example a turbo charged diesel engine but as already mentioned the engine may be a diesel engine without super charging or a diesel engine with a different type of super charging than a turbo charger. Air is taken to the engine 1 through an air intake, an air filter 2, and is directed via an inlet air channel 3 to a turbo charger 4, where the air is super charged and then conveyed further through an intercooler 5, where the super charged air is cooled down before it is conveyed into the engine 1. The exhaust gases from the engine 1 are first directed through the second side of the turbo charger 4, namely that side which is the driving one, and then through an exhaust pipe 6, a catalyst 7 and a particle trap 8 to finally be emitted to the open air via an end pipe 9.

35 From the end pipe 9, i.e. an extension of the exhaust pipe after the catalyst and particle trap, there is a branch, a recirculation

conduit 10, to recirculate from the exhaust gases a part thereof to the engine. The recirculation conduit 10 passes suitably through a cooler 11 to cool down the recirculated exhaust gases and it connects to the inlet air channel 3 via a valve device 12
5 controllable by means of an EGR control device 13. The valve device 12 may, with the assistance of the EGR control device 13, regulate the relation between the supplied amount of fresh air from the inlet air channel 3 and the supplied amount of recirculated exhaust gases from the recirculation conduit 10.

10

The EGR control device 13 regulating the valve device 12 is supplied with information about the actual operational state of the engine from a.o. a Lambda probe 14, a sensor 15 for the number of revolutions of the engine and a sensor 16 for engine
15 load and this control device is programmed to control the valve device 12 and, accordingly, the mixing relation fresh air/exhaust gases for the purpose of minimising the contents of hazardous substances leaving the end pipe 9 and being emitted into the open air. The programming of the EGR control device 13 occurs
20 in a previously known manner with regard to the relations between the different factors given hereinabove. As is well known, a Lambda probe provides an output signal varying with the oxygen contents of the exhaust gases. The engine load sensor 16 may for instance be a throttle position sensor and/or a
25 sensor sensing the amount of fuel injected to the engine. Also other sensors than those mentioned may be added to achieve a refined regulation.

The valve device 12 may comprise separate valves in the inlet
30 air channel 3 and in the recirculation conduit 10, said valves then being separately controllable by the EGR control device 13. Alternatively the valve device 12 may also comprise a unit, in which flows from the inlet air channel 3 and the recirculation conduit 10 may be selectively brought together, by means of
35 valves contained in the valve device, to a common output flow, which is conveyed further to the turbo charger for super charg-

ing and introduction into the engine via the intercooler 5. A particularly suitable valve device 12 in one unit is a particular part of the invention and will be described more closely hereunder.

- 5 The valve illustrated in Figs 2-4 is a type of mixing valve providing for mixing of two in-flowing fluids in such a manner that the in-flowing fluid in one of the two inlet channels may be regulated from 0 to maximum, and thereafter the in-flowing fluid in the second inlet channel from a maximum to 0.

10

In use of the valve according to the invention as illustrated in Figs 2-4 as a valve device 12 in the method or device according to the invention, the inlet air channel 3 is connected to the second inlet channel 18 of the valve, whereas the recirculation conduit 10 is connected to the first inlet channel 17 of the valve. Furthermore, there is in the valve an outlet channel 19, which in the present embodiment conveys the gases mixed in the valve to the turbo charger 4. In both inlet channels 17 and 18, there are dampers 20 and 21, which are pivotable between an open and a closed position by means of an adjustment motor 22, for instance a step motor, to open or close the inlet channels. The two dampers 20, 21 are placed on concentric axles 23, 24, which are rotatable by means of the adjustment motor 22 and an actuation pin 25 driven by the motor, said actuation pin being capable of pivoting actuation arms 26, 27 connected to the axles 23 and 24 respectively. The actuation arms 26, 27 are spring loaded by one or more springs 28, 29 to a normal position, illustrated in Fig 3, where both dampers 20, 21 are held in a position such that the inlet channels 17, 18 are open.

30

In the position illustrated in Fig 2a, b, which is a starting position, the adjustment motor 22 has, by means of its actuation pin 25 and by means of the actuation arm 26, rotated the damper 20 to a closed position, and thus, the first inlet channel 17 connected to the recirculation conduit 10 is closed and no exhaust gases may be recirculated to the turbo charger and the engine.

35

The second actuation arm 27 is maintained in its normal position by the spring 29, which means that the damper 21 in the second inlet channel 18 connected to the inlet air channel 3 is maintained in its normally opened position and allows free flow of inlet air through the valve via the outlet channel 19 to the turbo charger. The adjustment motor 22 is controlled by the EGR control device 13 to regulate the relation between fresh air via the inlet air channel 3 and recirculated exhaust gases via the recirculation conduit 10. In the position with the damper 21 open, the adjustment motor 22 may rotate, by means of its actuation pin 25 and by means of the actuation arm 26, the damper 20 from the entirely closed position shown in Fig 2a, b to the position which is shown in Fig 3a, b where also the damper 20 is in such a position that also the first inlet channel 17 is open. The adjustment motor may also adjust the damper 20 into any position between these two end positions.

The position illustrated in Fig 3a, b, which is the normal position for the adjustment motor 20, is such that the actuation pin 25 of the adjustment motor does not actuate any of the actuation arms 26, 27 but they are maintained by the springs 28, 29 in a normal position, where, accordingly, the dampers 20, 21 open both inlet channels 17, 18.

Fig 4a, b illustrates a position contrary to the one in Fig 2a, b. Thus, the adjustment motor 22 has by means of its actuation pin 25 and by means of the actuation arm 27 rotated the damper 21 to a closed position, which means that the connection of the inlet air channel 3 with the outlet channel 19 is entirely interrupted whereas on the contrary the first inlet channel 17 connected to the recirculation conduit 10 is entirely open and allows the recirculated exhaust gases to freely flow further through the outlet channel 19 and then to the turbo charger 4 and further on to the engine. However, by means of the adjustment motor 22, the damper 21 may be adjusted into any intermediate position between the end positions illustrated in

Figs 3 and 4 to allow a desired amount, controlled by the EGR control device 13, of fresh air to be mixed with the recirculated exhaust gases.

5 Thus, with the valve according to the invention it becomes possible to control, in a simple manner, a three-way valve having two inlets and having a normal position, where both inlets are open so that one or the other of the inlets may be controlled
10 steplessly whereas the remaining inlet is maintained open. The valve may of course be controlled in other manners than by means of the EGR control device 13 described above and it may be used in quite different connections than the one now described and where corresponding control properties are desirable.

15 In a regulation method according to the invention, a control device is used which is supplied with information from a lambda probe 14, a motor speed sensor 15 and an engine load sensor 16. The control device is connected to a valve device,
20 corresponding to the valve device 12 described here-inabove, for regulation of the in-flowing amounts of air and/or recirculated exhaust gases to the engine. This valve device is arranged between the air filter and the inlet channel of the engine and may, as also has been described for the valve device 12,
25 comprise separate valves in the inlet air channel and recirculation conduit, or a three-way valve of the kind also described hereinabove. The valve device is controllable in a corresponding manner as also described hereinabove, and the control device may therefore control, based on the input signals received, the
30 air/fuel relation of the engine by regulating the amount of in-flowing air and simultaneously regulating the relation between the supplied fresh air and recirculated exhaust gases. This aspect of the invention is applicable with or without supercharging.

35

With the regulation method and device according to the invention it is possible to further decrease the NO_x-contents in the exhaust gases exiting from the end pipe of a diesel engine.

CLAIMS:

- 5 1. A method for recirculating a part of exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, the exhaust gases being diverted from the exhaust pipe (6, 9) and directed through a recirculation conduit (10) to a controllable valve device (12) arranged between the engine and an air intake (2) thereof to enable supply of
10 air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine, the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that at least one of the dampers (20, 21) always is
15 maintained open and that the other damper (20, 21) is closed by means of a drive motor (22) common to the dampers.
- 20 2. A method according to claim 1, characterized in that the exhaust gases from the exhaust pipe (6, 9) are diverted after a catalyst (7) and a particle filter (8).
- 25 3. A method according to claim 1 or 2, characterized in that the relation air/recirculated exhaust gases is regulated by means of a control device (13) controlling the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine (1).
- 30 4. A method according to any preceding claim, characterized in that the exhaust gases in the recirculation conduit (10) are cooled in a cooler (11) arranged in the recirculation conduit (10).
- 35 5. A method according to any preceding claim, characterized in that in a super charged diesel engine the recirculated exhaust gases are supplied between the air intake (2) and a super charger (4).

- 5 6. A device for recirculating a part of the exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, a recirculation conduit (10) being provided for diverting the exhaust gases from the exhaust pipe (6, 9) and directing them to a controllable valve device (12) arranged between the engine and an air intake (2) thereof for enabling supply of air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine (1), the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that the valve device is arranged to always maintain at least one of the dampers open and that a drive motor (22) common to the dampers is arranged to close the other of the dampers (20, 21).
- 10
- 15
- 20 7. A device according to claim 6, characterized in that the drive motor (22) of the valve device (12) is controlled by a control device (13) regulating, by means of the positions of the dampers (20, 21), the relation air/recirculated exhaust gases in the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine.
- 25 8. A device according to any of claims 6-7, characterized in that the recirculation conduit (10) is connected to the exhaust pipe (6, 9) of the engine after the catalyst (7) and a particle filter (8).
- 30 9. A device according to any of claims 6-8, characterized by a cooler (11) arranged in the recirculation conduit (10) to cool the recirculated exhaust gases.
- 35 10. A device according to any of claims 6-9, characterized in that in a diesel engine having a super charger, the valve (12) is arranged between the air intake (2) and the super charger.

11. A device according to any of claims 6-10, characterized in that the drive motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.
- 5 12. A device according to any of claims 6-11, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.
- 10 13. A valve for mixing two fluids flowing through two inlet channels (17, 18), characterized in that dampers (20, 21) are arranged in both inlet channels (17, 18), that at least one of the dampers always is open and that a common motor (22) is arranged to close the other of said dampers (20, 21).
- 15 14. A valve according to claim 13, characterized in that the motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.
- 20 15. A valve according to claim 13 or 14, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.
- 25 16. A method for regulating a diesel engine, a part of the exhaust gases from the diesel engine being recirculated to the inlet thereof and a supply of fresh air and recirculated exhaust gases to the diesel engine being regulated by means of a valve device (12) controlled by a control device (13) to regulate the relation between the supplied fresh air and recirculated exhaust gases, characterized in that the control device (13) is supplied with information from a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) so as to regulate the air/fuel relation of the diesel engine by means of said information and the valve device.
- 30
- 35

17. A regulating method according to claim 16, characterized in that a valve according to any of claims 13-15 is used as the valve device.

5 18. A regulating device for a diesel engine, comprising means (10) for recirculating a part of exhaust gases from the diesel engine to an inlet thereof and a valve device (12) controlled by a control device (13) for regulating supply of fresh air and recirculated exhaust gases to the diesel engine so as to
10 regulate the relation between supplied fresh air and recirculated exhaust gases, characterized in that a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) are connected to the control device (13) to supply information thereto and that the control device (13) is
15 arranged to regulate the air/fuel relation of the diesel engine by means of said information and the valve device (12).

19. A device according to claim 18, characterized in that the
20 valve device is a valve according to any of claims 13-15.

1 / 2

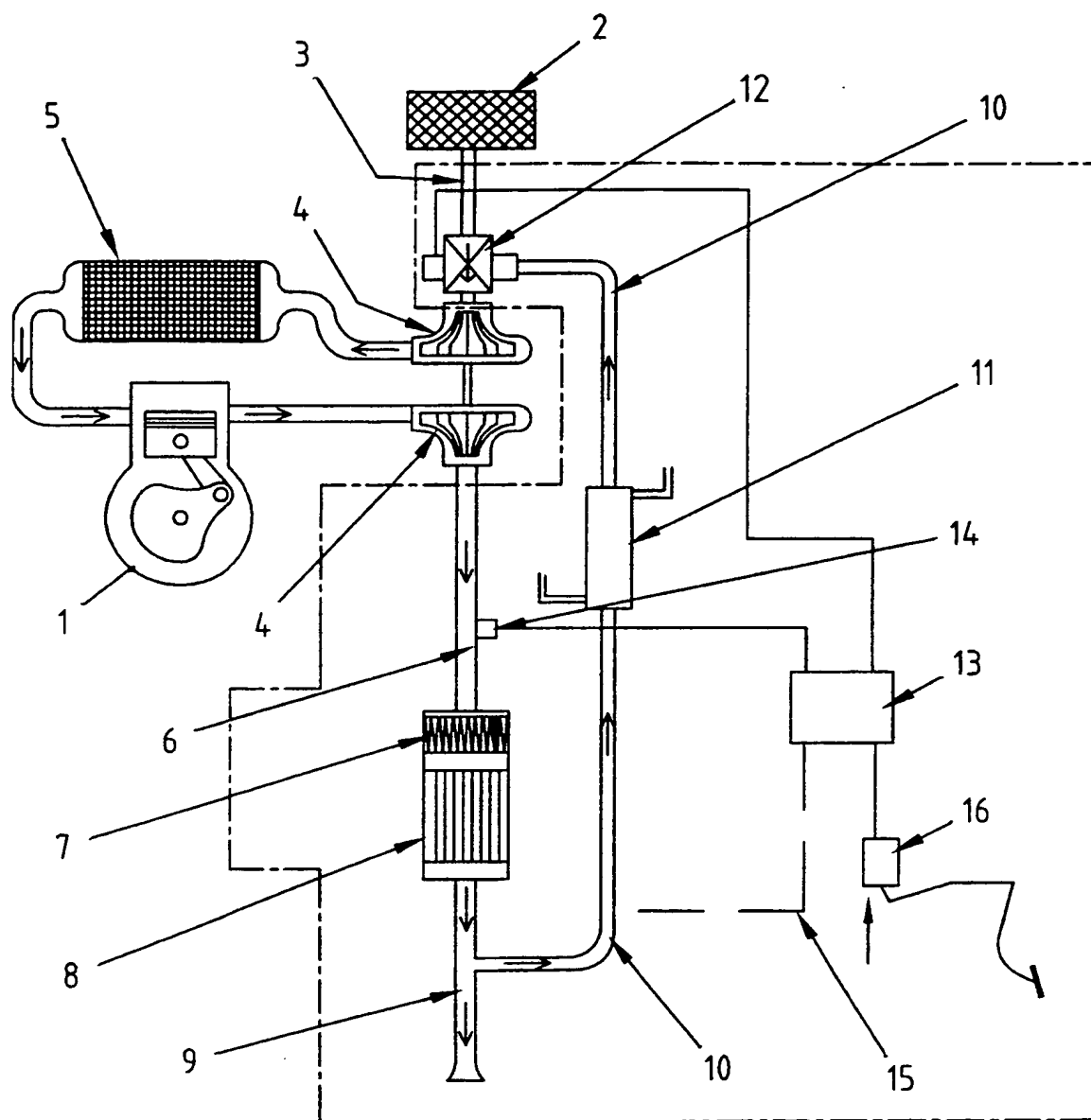


Fig. 1

2 / 2

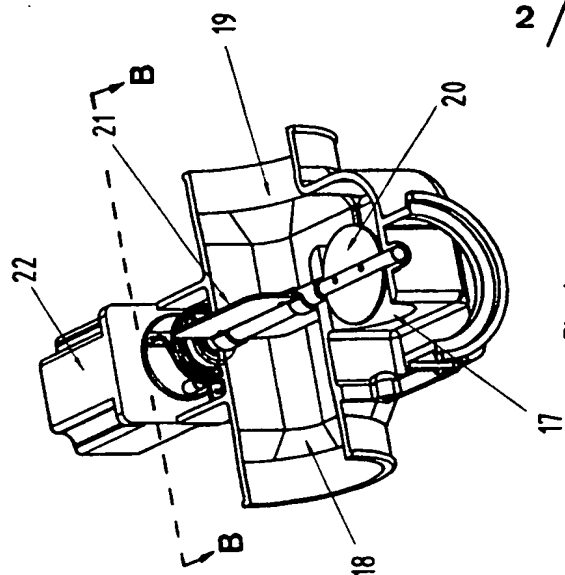


Fig. 4a

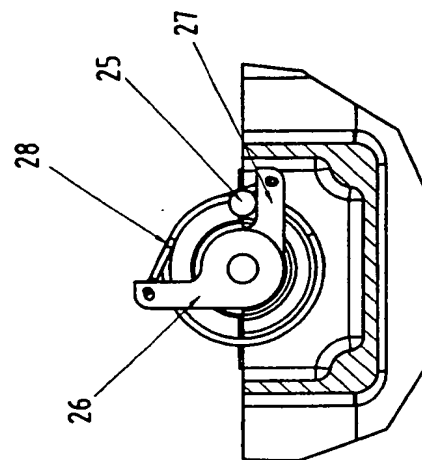


Fig. 4b

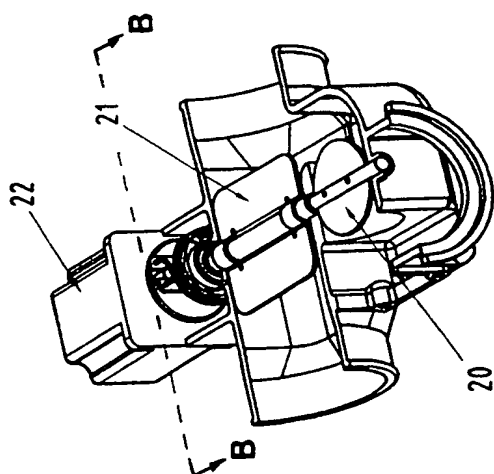


Fig. 3a

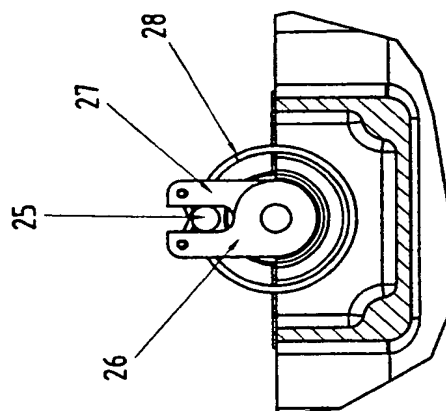


Fig. 3b

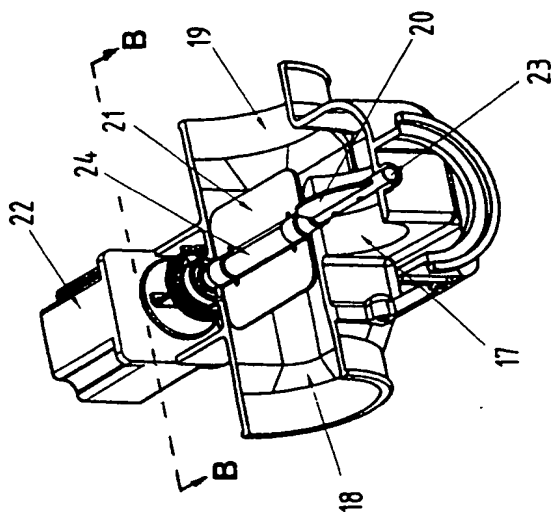


Fig. 2a

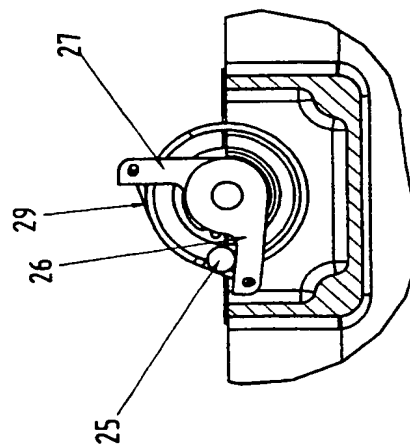


Fig. 2b

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 99/02029

A. CLASSIFICATION OF SUBJECT MATTER

IPC7: F02M 25/07, F16K 11/052, F16K 11/14

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC7: F02M, F16K

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	DE 4007516 A1 (KLÖCKNER-HUMBOLDT-DEUTZ AG), 12 Sept 1991 (12.09.91), column 2, line 22 - line 46, figure 1 --	16,18
X	DE 19728353 C1 (DAIMLER-BENZ AKTIENGESELLSCHAFT), 24 Sept 1998 (24.09.98), column 3, line 40 - column 4, line 54, figures 1,2 --	16,18
P,A	WO 9855759 A1 (SOUTHWEST RESEARCH INSTITUTE), 10 December 1998 (10.12.98), figure 2, abstract --	

☒ Further documents are listed in the continuation of Box C.☒ See patent family annex.

* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance: the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance: the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

4 February 2000

Date of mailing of the international search report

25 -02- 2000

Name and mailing address of the ISA/

Swedish Patent Office

Box 5055, S-102 42 STOCKHOLM

Facsimile No. +46 8 666 02 86

Authorized officer

Dan Ionesco / MR

Telephone No. +46 8 782 25 00

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 99/02029

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 5427141 A (K. OHTSUBO), 27 June 1995 (27.06.95), figures 1-4, abstract -- -----	

INTERNATIONAL SEARCH REPORT

International application No.
SE99/02029

Box I Observations where certain claims were found unsearchable (Continuation of item 1 of first sheet)

This international search report has not been established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. ☐ Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:

2. ☐ Claims Nos.:
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:

Box II Observations where unity of invention is lacking (Continuation of item 2 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

Claims 1-15 relate to a method and a device for recirculating a part of exhaust gases of diesel engine and to a valve for mixing exhaust gases and fresh air.

Claims 16 and 18 relate to a method and a devise for regulating a diesel engine depending on information from a lamda probe, an engine speed sensor and an engine load sensor.

.../...

1. ☐ As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims.
2. ☒ As all searchable claims could be searched without effort justifying an additional fee, this Authority did not invite payment of any additional fee.
3. ☐ As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:

4. ☐ No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

Remark on Protest

- ☐ The additional search fees were accompanied by the applicant's protest.
- ☐ No protest accompanied the payment of additional search fees.

INTERNATIONAL SEARCH REPORT

International application No.
PCT/SE99/02029

The inventions of claims 1-15 and of claims 16, 18 do not have common special technical features as required by PCT Rule 13.2.

INTERNATIONAL SEARCH REPORT

Information on patent family members

02/12/99

International application No.

PCT/SE 99/02029

Patent document cited in search report			Publication date	Patent family member(s)	Publication date
DE	4007516	A1	12/09/91	NONE	
DE	19728353	C1	24/09/98	EP 0889226 A US 5937651 A	07/01/99 17/08/99
WO	9855759	A1	10/12/98	AU 7726498 A US 5927075 A	21/12/98 27/07/99
US	5427141	A	27/06/95	NONE	

PCT

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

(PCT Article 36 and Rule 70)

REC'D 22 JAN 2001

WIP PCT

15

Applicant's or agent's file reference 20170PCT ab	FOR FURTHER ACTION See Notification of Transmittal of International Preliminary Examination Report (Form PCT/IPEA/416)	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09.11.1999	Priority date (day/month/year) 09.11.1998
International Patent Classification (IPC) or national classification and IPC F02M 25/07, F16K 11/052, F16K 11/14		
Applicant STT HOLDING AB et al		

- This international preliminary examination report has been prepared by this International Preliminary Examining Authority and is transmitted to the applicant according to Article 36.
- This REPORT consists of a total of 5 sheets, including this cover sheet.
☒ This report is also accompanied by ANNEXES, i.e., sheets of the description, claims and/or drawings which have been amended and are the basis for this report and/or sheets containing rectifications made before this Authority (see Rule 70.16 and Section 607 of the Administrative Instructions under the PCT).

These annexes consist of a total of 5 sheets.

- This report contains indications relating to the following items:

- I ☒ Basis of the report
- II ☐ Priority
- III ☐ Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- IV ☒ Lack of unity of invention
- V ☒ Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement
- VI ☐ Certain documents cited
- VII ☐ Certain defects in the international application
- VIII ☐ Certain observations on the international application

Date of submission of the demand 07.06.2000	Date of completion of this report 12.01.2001
Name and mailing address of the IPEA/SE Patent- och registreringsverket Box 5055 S-102 42 STOCKHOLM Facsimile No. 08-667 72 88	Authorized officer Dan Ionesco / JA A Telephone No. 08-782 25 00

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

I. Basis of the report

1. With regard to the **elements** of the international application:*

- ☐ the international application as originally filed
- ☒ the description:
 pages 1-9, as originally filed
 pages _____, filed with the demand
 pages _____, filed with the letter of _____
- ☒ the claims:
 pages _____, as originally filed
 pages _____, as amended (together with any statement) under article 19
 pages _____, filed with the demand
 pages 10-14, filed with the letter of 23.11.2000
- ☒ the drawings:
 pages 1-2, as originally filed
 pages _____, filed with the demand
 pages _____, filed with the letter of _____
- ☐ the sequence listing part of the description:
 pages _____, as originally filed
 pages _____, filed with the demand
 pages _____, filed with the letter of _____

2. With regard to the **language**, all the elements marked above were available or furnished to this Authority in the language in which the international application was filed, unless otherwise indicated under this item.

These elements were available or furnished to this Authority in the following language _____ which is:

- ☐ the language of a translation furnished for the purposes of international search (under Rule 23.1(b)).
- ☐ the language of publication of the international application (under Rule 48.3(b)).
- ☐ the language of the translation furnished for the purposes of international preliminary examination (under Rules 55.2 and/or 55.3).

3. With regard to any **nucleotide and/or amino acid sequence** disclosed in the international application, the international preliminary examination was carried out on the basis of the sequence listing:

- ☐ contained in the international application in written form.
- ☐ filed together with the international application in computer readable form.
- ☐ furnished subsequently to this Authority in written form.
- ☐ furnished subsequently to this Authority in computer readable form.
- ☐ The statement that the subsequently furnished written sequence listing does not go beyond the disclosure in the international application as filed has been furnished.
- ☐ The statement that the information recorded in computer readable form is identical to the written sequence listing has been furnished.

4. ☐ The amendments have resulted in the cancellation of:

- ☐ the description, pages _____
- ☐ the claims, Nos. _____
- ☐ the drawings, sheet/fig _____

5. ☐ This report has been established as if (some of) the amendments had not been made, since they have been considered to go beyond the disclosure as filed, as indicated in the Supplemental Box (Rule 70.2 (c)).**

* Replacement sheets which have been furnished to the receiving Office in response to an invitation under Article 14 are referred to in this report as "originally filed" and are annexed to this report since they do not contain amendments (Rules 70.16 and 70.17).

** Any replacement sheet containing such amendments must be referred to under item I and annexed to this report.

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

IV. Lack of unity of invention

1. In response to the invitation to restrict or pay additional fees the applicant has:

- ☐ restricted the claims.
☐ paid additional fees.
☐ paid additional fees under protest.
☐ neither restricted nor paid additional fees.

2. ☒ This Authority found that the requirement of unity of invention is not complied with and chose, according to Rule 68.1, not to invite the applicant to restrict or pay additional fees.

3. This Authority considers that the requirement of unity of invention in accordance with rules 13.1, 13.2 and 13.3 is

- ☐ complied with.
☒ not complied with for the following reasons:

The International Preliminary Examining Authority found multiple inventions in this international application, as follows:

- claims 1 - 21 relate to a method and a device for recirculating a part of exhaust gases of a diesel engine and to a valve for mixing exhaust gases and fresh air;
- claims 22 - 25 relate to a method and a device for regulating a diesel engine depending on information from a lambda probe and from sensors for the engine speed and the engine load.

The invention of claims 1 - 21 and of claims 22 - 25 do not have common special technical features as required by PCT Rule 13.2.

4. Consequently, the following parts of the international application were the subject of international preliminary examination in establishing this report:

- ☐ all parts.
☐ the parts relating to claims Nos. _____

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

International application No.

PCT/SE99/02029

V. Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement**1. Statement**

Novelty (N)	Claims	<u>1-25</u>	YES
	Claims		NO
Inventive step (IS)	Claims	<u>1-21</u>	YES
	Claims	<u>22-25</u>	NO
Industrial applicability (IA)	Claims	<u>1-25</u>	YES
	Claims		NO

2. Citations and explanations (Rule 70.7)

Amended claims have been submitted.

The present invention relates to a method and a device for recirculating a part of exhaust gases of a diesel engine and to a valve for mixing exhaust gases and fresh air as stated in the preambles of claims 1, 6, and 16 respectively. One purpose of the invention is to provide a simple and reliable method and device regulating the relation air/recirculated exhaust gases. This is achieved by the features stated in the characterising part of claims 1, 6 and 16.

None of the documents cited in the International Search Report discloses a method and a device for recirculating a part of exhaust gases of a diesel engine and a valve for mixing exhaust gases and fresh air as claimed in claims 1 - 21. Furthermore, in the cited documents there are no suggestions leading a person skilled in the art towards the invention defined by claims 1 - 21. Therefore, the invention claimed in claims 1 - 21 is novel, involves an inventive step and has industrial applicability according to PCT Article 33(2,3,4).

The following document was cited in the International Search Report as particularly relevant with regard to claims 22 and 24:

D1. DE, C1, 19728353

.../...

Supplemental Box

(To be used when the space in any of the preceding boxes is not sufficient)

Continuation of: V.

D1 discloses a regulating device for a diesel engine comprising means for recirculating a part of exhaust gases and a valve device for regulating the relation between supplied fresh air and recirculated exhaust gases. The valve device is controlled depending on different engine parameters.

The method and the device according to claims 22 and 24 differ from the device described in D1 only in that a Lambda probe is used in addition to a speed sensor and an engine load sensor in order to regulate the air/fuel relation of the diesel engine. However, according to D1 (column 4, line 46 - line 54) the regulating system of the engine can be provided, for example, with carbon dioxide sensors placed in the intake pipe and the exhaust pipe. Furthermore, the use of a Lambda probe in mixture regulating systems for internal combustion engines is commonly known art and obvious to a person skilled in the art. Therefore, the subject matter of claim 22 and likewise of claim 24 is novel according to PCT Article 33(2) but lacks inventive step according to PCT Article 33(3).

Dependent claims 23 and 25 disclose further features of the invention according to claims 22 and 24 and are considered to fulfil the requirement of novelty according to PCT Article 33(2) but lacks inventive step according to PCT Article 33(3).

However, claims 22 - 25 fulfil the requirement of industrial applicability according to PCT Article 33(4).

CLAIMS:

1. A method for recirculating a part of exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, the exhaust gases being diverted from the exhaust pipe (6, 9) and directed through a recirculation conduit (10) to a controllable valve device (12) arranged between the engine and an air intake (2) thereof to enable supply of air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine, the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that at least one of the dampers (20, 21) always is maintained open and that the other damper (20, 21) is closed by means of a drive motor (22) common to the dampers.
2. A method according to claim 1, characterized in that the exhaust gases from the exhaust pipe (6, 9) are diverted after a catalyst (7) and a particle filter (8).
3. A method according to claim 1 or 2, characterized in that the relation air/recirculated exhaust gases is regulated by means of a control device (13) controlling the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine (1).
4. A method according to any preceding claim, characterized in that the exhaust gases in the recirculation conduit (10) are cooled in a cooler (11) arranged in the recirculation conduit (10).
5. A method according to any preceding claim, characterized in that in a super charged diesel engine the recirculated exhaust gases are supplied between the air intake (2) and a super charger (4).

ART 34 AMDT

6. A device for recirculating a part of the exhaust gases from an exhaust pipe (6, 9) of a diesel engine (1) to an inlet of the engine, a recirculation conduit (10) being provided for diverting the exhaust gases from the exhaust pipe (6, 9) and directing them to a controllable valve device (12) arranged between the engine and an air intake (2) thereof for enabling supply of air/recirculated exhaust gases in a desired relation to a combustion chamber of the engine (1), the valve device comprising dampers (20, 21) arranged in inlet channels (17, 18) for the recirculated exhaust gases and air respectively, characterized in that the valve device is arranged to always maintain at least one of the dampers open and that a drive motor (22) common to the dampers is arranged to close the other of the dampers (20, 21).

7. A device according to claim 6, characterized in that the drive motor (22) of the valve device (12) is controlled by a control device (13) regulating, by means of the positions of the dampers (20, 21), the relation air/recirculated exhaust gases in the valve device (12) based on information (14, 15, 16) supplied as to the actual operational state of the engine.

8. A device according to any of claims 6-7, characterized in that the recirculation conduit (10) is connected to the exhaust pipe (6, 9) of the engine after the catalyst (7) and a particle filter (8).

9. A device according to any of claims 6-8, characterized by a cooler (11) arranged in the recirculation conduit (10) to cool the recirculated exhaust gases.

10. A device according to any of claims 6-9, characterized in that in a diesel engine having a super charger, the valve (12) is arranged between the air intake (2) and the super charger.

11. A device according to any of claims 6-10, characterized in that the drive motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.

5

12. A device according to any of claims 6-11, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.

10 13. A device according to any of claims 6-12, characterized in that the valve device (12) comprises a first axle (23) on which a first one (20) of the dampers is arranged and a second axle (24) on which a second one (21) of the dampers is arranged, the first and second axles (23, 24) being concentric, and that both axles (23, 24) are arranged to be rotatable by the drive motor (22).

15

14. A device according to claim 13, characterized in that the first axle (23) is connected to a first actuation arm (26), that the second axle (24) is connected to a second actuation arm (27), and that the valve device (12) comprises an actuation pin (25) which is moveable by means of the drive motor (22) in order to rotate the first axle (23) and the second axle (24) by interaction with the first actuation arm (26) and the second actuation arm (27), respectively, so as to control the position of the dampers (20, 21).

20

25

15. A device according to claim 14, characterized in that the valve device (12) comprises springs (28, 29) acting on the actuation arms (26, 27) so as to spring load each damper (20, 21) towards an open position.

30

16. A valve for mixing two fluids flowing through two inlet channels (17, 18), characterized in that dampers (20, 21) are arranged in both inlet channels (17, 18), that at least one of

35

APT 34 AMDT

the dampers always is open and that a common motor (22) is arranged to close the other of said dampers (20, 21).

5 17. A valve according to claim 16, characterized in that the motor is a step-motor (22) arranged to operate one of the dampers (20, 21) at a time and adjust the same into an arbitrary position.

10 18. A valve according to claim 16 or 17, characterized in that both dampers (20, 21) in a normal position are spring loaded (28, 29) to an open position.

15 19. A valve according to any of claims 16-18, characterized in that the valve (12) comprises a first axle (23) on which a first one (20) of the dampers is arranged and a second axle (24) on which a second one (21) of the dampers is arranged, the first and second axles (23, 24) being concentric, and that both axles (23, 24) are arranged to be rotatable by the motor (22).

20 20. A valve according to claim 19, characterized in that the first axle (23) is connected to a first actuation arm (26), that the second axle (24) is connected to a second actuation arm (27), and that the valve (12) comprises an actuation pin (25) which is moveable by means of the motor (22) in order to rotate the first axle (23) and the second axle (24) by interaction with the first actuation arm (26) and the second actuation arm (27), respectively, so as to control the position of the dampers (20, 21).

30 21. A valve according to claim 20, characterized in that the valve (12) comprises springs (28, 29) acting on the actuation arms (26, 27) so as to spring load each damper (20, 21) towards an open position.

35

5

10

22. A method for regulating a diesel engine, a part of the exhaust gases from the diesel engine being recirculated to the inlet thereof and a supply of fresh air and recirculated exhaust gases to the diesel engine being regulated by means of a valve device (12) controlled by a control device (13) to regulate the relation between the supplied fresh air and recirculated exhaust gases, characterized in that the control device (13) is supplied with information from a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) so as to regulate the air/fuel relation of the diesel engine by means of said information and the valve device.

15

23. A regulating method according to claim 22, characterized in that a valve according to any of claims 16-21 is used as the valve device.

20

25

24. A regulating device for a diesel engine, comprising means (10) for recirculating a part of exhaust gases from the diesel engine to an inlet thereof and a valve device (12) controlled by a control device (13) for regulating supply of fresh air and recirculated exhaust gases to the diesel engine so as to regulate the relation between supplied fresh air and recirculated exhaust gases, characterized in that a Lambda probe (14), an engine speed sensor (15) and an engine load sensor (16) are connected to the control device (13) to supply information thereto and that the control device (13) is arranged to regulate the air/fuel relation of the diesel engine by means of said information and the valve device (12).

30

25. A device according to claim 24, characterized in that the valve device is a valve according to any of claims 16-21.

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 99/02029

A. CLASSIFICATION OF SUBJECT MATTER

IPC7: F02M 25/07, F16K 11/052, F16K 11/14

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC7: F02M, F16K

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	DE 4007516 A1 (KLÖCKNER-HUMBOLDT-DEUTZ AG), 12 Sept 1991 (12.09.91), column 2, line 22 - line 46, figure 1 --	16,18
X	DE 19728353 C1 (DAIMLER-BENZ AKTIENGESELLSCHAFT), 24 Sept 1998 (24.09.98), column 3, line 40 - column 4, line 54, figures 1,2 --	16,18
P,A	WO 9855759 A1 (SOUTHWEST RESEARCH INSTITUTE), 10 December 1998 (10.12.98), figure 2, abstract --	

☒ Further documents are listed in the continuation of Box C.☒ See patent family annex.

* Special categories of cited documents:

- "A" document defining the general state of the art which is not considered to be of particular relevance
- "E" earlier document but published on or after the international filing date
- "I" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)
- "O" document referring to an oral disclosure, use, exhibition or other means
- "P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance: the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance: the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

4 February 2000

Date of mailing of the international search report

25 -02- 2000

Name and mailing address of the ISA/

Swedish Patent Office

Box 5055, S-102 42 STOCKHOLM

Facsimile No. +46 8 666 02 86

Authorized officer

Dan Ionesco / MR

Telephone No. +46 8 782 25 00

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 99/02029

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 5427141 A (K. OHTSUBO), 27 June 1995 (27.06.95), figures 1-4, abstract -----	

INTERNATIONAL SEARCH REPORT

International application No.
SE99/02029

Box I Observations where certain claims were found unsearchable (Continuation of item 1 of first sheet).

This international search report has not been established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. ☐ Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:

2. ☐ Claims Nos.:
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:

Box II Observations where unity of invention is lacking (Continuation of item 2 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

Claims 1-15 relate to a method and a device for recirculating a part of exhaust gases of diesel engine and to a valve for mixing exhaust gases and fresh air.

Claims 16 and 18 relate to a method and a devise for regulating a diesel engine depending on information from a lamda probe, an engine speed sensor and an engine load sensor.

.../...

1. ☐ As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims.
2. ☒ As all searchable claims could be searched without effort justifying an additional fee, this Authority did not invite payment of any additional fee.
3. ☐ As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:

4. ☐ No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

Remark on Protest

- ☐ The additional search fees were accompanied by the applicant's protest.
☐ No protest accompanied the payment of additional search fees.

INTERNATIONAL SEARCH REPORT

International application No.
PCT/SE99/02029

The inventions of claims 1-15 and of claims 16, 18 do not have common special technical features as required by PCT Rule 13.2.

INTERNATIONAL SEARCH REPORT

Information on patent family members

02/12/99

International application No.

PCT/SE 99/02029

Patent document cited in search report			Publication date	Patent family member(s)		Publication date
DE	4007516	A1	12/09/91	NONE		
DE	19728353	C1	24/09/98	EP	0889226 A	07/01/99
				US	5937651 A	17/08/99
WO	9855759	A1	10/12/98	AU	7726498 A	21/12/98
				US	5927075 A	27/07/99
US	5427141	A	27/06/95	NONE		

PATENT COOPERATION TREATY

PCT

NOTIFICATION OF THE RECORDING
OF A CHANGE(PCT Rule 92bis.1 and
Administrative Instructions, Section 422)

From the INTERNATIONAL BUREAU

To:

BJERKÉN, Håkan
Bjerkéns Patentbyrå KB
P.O. Box 1274
S-801 37 Gävle
SUÈDE

Date of mailing (day/month/year) 12 April 2001 (12.04.01)	IMPORTANT NOTIFICATION
Applicant's or agent's file reference 20170PCT HB	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09 November 1999 (09.11.99)

1. The following indications appeared on record concerning:									
<input checked="" type="checkbox"/> the applicant	<input checked="" type="checkbox"/> the inventor <input type="checkbox"/> the agent <input type="checkbox"/> the common representative								
Name and Address BLOMQVIST, Micael Blåklintsvägen 3 S-862 34 Kvissleby Sweden	<table border="1"> <tr> <td>State of Nationality SE</td> <td>State of Residence SE</td> </tr> <tr> <td colspan="2">Telephone No.</td> </tr> <tr> <td colspan="2">Facsimile No.</td> </tr> <tr> <td colspan="2">Teleprinter No.</td> </tr> </table>	State of Nationality SE	State of Residence SE	Telephone No.		Facsimile No.		Teleprinter No.	
State of Nationality SE	State of Residence SE								
Telephone No.									
Facsimile No.									
Teleprinter No.									
2. The International Bureau hereby notifies the applicant that the following change has been recorded concerning:									
<input type="checkbox"/> the person	<input checked="" type="checkbox"/> the name <input type="checkbox"/> the address <input type="checkbox"/> the nationality <input type="checkbox"/> the residence								
Name and Address BLOMQVIST, Micael	<table border="1"> <tr> <td>State of Nationality</td> <td>State of Residence</td> </tr> <tr> <td colspan="2">Telephone No.</td> </tr> <tr> <td colspan="2">Facsimile No.</td> </tr> <tr> <td colspan="2">Teleprinter No.</td> </tr> </table>	State of Nationality	State of Residence	Telephone No.		Facsimile No.		Teleprinter No.	
State of Nationality	State of Residence								
Telephone No.									
Facsimile No.									
Teleprinter No.									
3. Further observations, if necessary:									
4. A copy of this notification has been sent to:									
<input checked="" type="checkbox"/> the receiving Office	<input type="checkbox"/> the designated Offices concerned								
<input type="checkbox"/> the International Searching Authority	<input checked="" type="checkbox"/> the elected Offices concerned								
<input checked="" type="checkbox"/> the International Preliminary Examining Authority	<input type="checkbox"/> other:								

The International Bureau of WIPO 34, chemin des Colombettes 1211 Geneva 20, Switzerland	Authorized officer C. Cupello <i>Cupello</i>
Facsimile No.: (41-22) 740.14.35	Telephone No.: (41-22) 338.83.38

PATENT COOPERATION TREATY

PCT

NOTIFICATION OF THE RECORDING
OF A CHANGE(PCT Rule 92bis.1 and
Administrative Instructions, Section 422)

From the INTERNATIONAL BUREAU

To:

BJERKÉN, Håkan
Bjerkéns Patentbyrå KB
P.O. Box 1274
S-801 37 Gävle
SUÈDE

Date of mailing (day/month/year) 17 April 2001 (17.04.01)	IMPORTANT NOTIFICATION
Applicant's or agent's file reference 20170PCT HB	
International application No. PCT/SE99/02029	International filing date (day/month/year) 09 November 1999 (09.11.99)

1. The following indications appeared on record concerning:

☒ the applicant ☐ the inventor ☐ the agent ☐ the common representative

Name and Address

STT HOLDING AB
Kontorsvägen 9
S-852 29 Sundsvall
Sweden

State of Nationality

SE

State of Residence

SE

Telephone No.

Facsimile No.

Teleprinter No.

2. The International Bureau hereby notifies the applicant that the following change has been recorded concerning:

☐ the person ☒ the name ☐ the address ☐ the nationality ☐ the residence

Name and Address

STT EMTEC AKTIEBOLAG
Kontorsvägen 9
S-852 29 Sundsvall
Sweden

State of Nationality

SE

State of Residence

SE

Telephone No.

Facsimile No.

Teleprinter No.

3. Further observations, if necessary:

4. A copy of this notification has been sent to:

<input checked="" type="checkbox"/> the receiving Office	<input type="checkbox"/> the designated Offices concerned
<input type="checkbox"/> the International Searching Authority	<input checked="" type="checkbox"/> the elected Offices concerned
<input type="checkbox"/> the International Preliminary Examining Authority	<input type="checkbox"/> other:

The International Bureau of WIPO
34, chemin des Colombettes
1211 Geneva 20, Switzerland

Facsimile No.: (41-22) 740.14.35

Authorized officer


Dorothee Mulhausen

Telephone No.: (41-22) 338.83.38